

NAVAL SAFETY CENTER  
NAVAL AIR STATION  
NORFOLK, VIRGINIA 23511

111A1/1g  
3750/2  
Ser 1239  
13 Apr 1970

SPECIAL HANDLING REQUIRED IAW OPNAVINST 3750.6 SERIES  
FOR OFFICIAL USE ONLY

From: Commander, Naval Safety Center  
To: Commanding Officer, Fighter Squadron ONE TWO FOUR

Subj: VF-124/VMFAT-101 AAR ser's 3-70A concerning F-8J/F-4B BuNo's  
149212/150473 accident occurring 22 November 1969, pilots  
HELLMAN/SAUER

(b) (5)

(b) (6)

By direction

Copy to:  
CMC (AAP)  
NAVAIRSYSCOMHQ (AIR 09E) (2)  
COMNAVAIRPAC  
CGFMFPAC  
CGTHIRDMAW  
COMFAIRMIRAMAR  
CO MCAS YUMA  
COMRCVM-12  
CO MAG-33  
CO VMFAT-101  
NAVPRO DALLAS  
NAVPRO ST LOUIS  
COMNAVAIRTESTCEN  
CO NAVAERORECOVFAC  
DIR AFIP

OK  
  
FOR OFFICIAL USE ONLY

3750  
Ser 80/ 1497

27 FEB 1970

SPECIAL HANDLING REQUIRED IN ACCORDANCE  
WITH OPNAVINST 3750.6 SERIES

~~SIXTH~~ <sup>TENTH</sup> ENDORSEMENT on VF-124 AAR ser 3-70A concerning F-8J  
BuNo 149212 accident occurring 22 Nov 69, pilot HELLMAN and SAUER .

From: Commander Naval Air Force, U. S. Pacific Fleet  
To: Commander, Naval Safety Center

Subj: VF-124 AAR ser 3-70A

Ref: (a) OPNAVINST 3750.6F

(b) (5)

(b) (6)

By direction

Copy to:  
COMNAVIAIRSYSCOM  
CMC (CODE AAP)  
CG FMFPAC  
CG 3RD MAW  
CO MAG THREE THREE  
COMREDATKCARAIRWING ONE TWO  
COMFAIRMIRAMAR  
CO FITRON ONE TWO FOUR  
CO NAVAEROSPACERECFAC  
CO MCAS YUMA  
CO VMFAT ONE ZERO ONE  
NAVPLANTREPO DALLAS  
NAVPLANTREPO ST. LOUIS  
DIR AFIP

NOT 5 10 10.10  
24  
20

3750  
Ser 80/ 1273

19 FEB 1970

SPECIAL HANDLING REQUIRED IN ACCORDANCE  
WITH OPNAVINST 3750.6 SERIES

~~EIGHTH~~ <sup>NINTH</sup> ENDORSEMENT on VF-124 AAR ser 3-70A, VMFAT-101 AAR ser 3-70A  
concerning F-8J BuNo 149212, F-4B BuNo 150473, of 22 Nov 69, pilots  
HELLMAN and SAUER

From: Commander Naval Air Force, U. S. Pacific Fleet  
To: Commander, Naval Safety Center

Subj: VF-124 AAR ser 3-70A

(b) (5)

(b) (6)

Force Safety Officer

Copy to:  
COMNAVAIRSYSCOM  
CMC (CODE AAP)  
CG FMFPAC  
CG 3RD MAW  
CO MAG THREE THREE  
COMFAIRMIRAMAR  
COMREDATKCARAIRWING TWELVE  
CO FITRON ONE TWO FOUR  
NAVPLANTREPO ST LOUIS  
NAVPLANTREPO DALLAS  
CO NAVAERORECOVPAC EL CENTRO  
DIR AFIP COV  
CO MCAS YUMA RECEIVED  
CO MARFITATKTRARON ONE ZERO ONE

23  
19

ORIGINAL

OP:RCH:cja  
3750  
Ser

10 FEB 1970

*EIGHTH*

~~FIFTH~~ ENDORSEMENT on VF-124 serial 3-70A, VMFAT-101 concerning F-8J BuNo 149212, F-4B BuNo 150473, accident occurring 22 Nov 1969, pilots HELLMAN and SAUER

From: Commanding Officer, Marine Corps Air Station, Yuma, Arizona 85364

To: Commander, Naval Safety Center

Via: Commander, Naval Air Force, U. S. Pacific Fleet

Subj: Aircraft Accident Report; forwarding of

1. Forwarded.

(b) (5)

*W. J. Sims*  
W. J. SIMS

Copy to:

NAVSAPCEN (2)  
COMNAVAIRSYSCOM (AIR-09E)  
COMNAVAIRPAC  
CMC (Code AAP)  
DIR AFIP  
NAVAIRTESTCEN PAXRIV  
NAVPLANTREPO DALLAS  
NAVAEROSPACERECFAC

CG FMFPAC  
CG 3RD MAW  
MAG-33  
VMFAT-101  
VF-124  
RCVW-12  
COMFAIR MIRAMAR

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

22  
19

ORIGINAL



SPECIAL HANDLING REQUIRED IN ACCORDANCE  
WITH OPNAVINST 3750.6 SERIES

30A/ced

3750

2 FEB 1970

*SEVENTH*

~~FIFTH~~ ENDORSEMENT on VF-124 AAR, serial 3-70A, VMFAT-101 AAR, serial 3-70A, concerning F-8J BuNo 149212, F-4B BuNo 150473, of 22 November 1969, pilots HELLMAN and SAUER

From: Commanding General, Fleet Marine Force, Pacific  
To: Commander, Naval Safety Center  
Via: Commander, Naval Air Forces, Pacific

Subj: VF-124 Aircraft Accident Report, Serial 3-70A; forwarding of

(b) (5)

(b) (6)

By direction

Copy to:  
COMNAVSAFECEN (2 ADVANCE)  
CMC (CODE AAP)  
COMNAVAIRSYSCOMHQ (AIR-09E)  
COMNAVAIRPAC  
COMREADATKARAIROWING-12  
COMFAIRMIRAMAR  
CG, 3RD MAW  
DIR, AFIP  
CO, MAG-33  
CO, VMFAT-101  
CO, VF-124  
CO, MCAS YUMA  
CO, NAVAEROSPACERECFAC  
NAVPLANITREPO, DALLAS  
NAVPLANITREPO, ST. LOUIS

ORIGINAL

31  
3750  
Ser

103

30 JAN 1970

*SIXTH*

~~FOURTH~~ ENDORSEMENT on VF-124 serial 3-70A, VMFAT-101 concerning F8J BuNo 149212, F4B BuNo 150473, accident occurring 22 November 1969, pilots HELLMAN and SAUER

From: Commander Fleet Air Miramar  
To: Commander Naval Safety Center  
Via: (1) Commanding Officer MCAS Yuma  
(2) Commander Naval Air Force, U.S. Pacific Fleet

Subj: VF-124, VMFAT-101 Aircraft Accident Report serial 3-70A;  
forwarding of

(b) (5)

*C. H. Conatser*  
C. H. CONATSER

Copy to:

COMNAVSAFCEN (2)	COMNAVIAIRTESTCEN PAX RIV CG THROD M.W.
COMNAVIAIRSYSOM (AIR-09B)	NAVPLANTREPO DALLAS M.C-33
COMNAVIAIRPAC	NAVAEROSPACECECFC VMFAT-101
CMC (Code AAP)	NAVPLANTREPO ST LOUIS VF-124
DIR AFIP	CG FMFP.C RCVW-12

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

1820

ORIGINAL

**ORIGINAL**

25:JMV:dwn  
3750

21 JAN 1970

*Fifth*  
~~FOURTH~~ ENDORSEMENT on VF-124 AAR, serial 3-70A, VMFAT-101 AAR, serial 3-70A, concerning F-8J BuNo 149212, F-4B BuNo 150473, of 22 November 1969, pilots HELLMAN and SAUER

From: Commanding General, 3d Marine Aircraft Wing  
To: Commander, Naval Safety Center  
Via: (1) Commanding General, Fleet Marine Force, Pacific  
(2) Commander, Naval Air Forces, U. S. Pacific Fleet

Subj: VF-124 Aircraft Accident Report, Serial 3-70A

Ref: (a) OPNAVINST 3710.7D

I. Forwarded.

(b) (5)

  
R. G. OWENS, Jr.

Copy to:  
COMNAVSAFCEN (2)  
COMNAVAIRSYSCOM (AIR-09E)  
COMNAVAIRPAC  
COMREADATKARAIRWING-12  
COMFAIRMIRAMAR  
CMC (CODE AAP)  
CG, FMFPAC  
DIR, AFIP

CO, MAG-33  
CO, VMFAT-101  
CO, VF-124  
CO, MCAS YUMA  
CO, NAVAEROSPACERECFAC  
NAVPLANTREPO, DALLAS  
NAVPLANTREPO, ST. LOUIS

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

19  
17



SPECIAL HANDLING REQUIRED IN  
ACCORDANCE WITH OPNAVINST 3750.6 SERIES

COMRCVW-12:lmc  
3750  
Ser 80/ 42  
19 JAN 1970

*FOURTH*

~~THIRD~~ ENDORSEMENT on VF-124 serial 3-70A, VMFAT-101 serial 3-70A concerning  
F-8J BuNo 149212, F-4B, BuNo 150473 of 22 November 1969, Pilots HELLMAN and  
SAUER

From: Commander Readiness Attack Carrier Air Wing TWELVE  
To: Commander Naval Safety Center  
Via: (1) Commander Fleet Air, Miramar  
(2) Commanding Officer, Marine Corps Air Station, Yuma, Arizona  
(3) Commander Naval Air Force, U. S. Pacific Fleet

Subj: Aircraft Accident Report; forwarding of

Ref: (a) OPNAVINST 3750.6 (series)  
(b) OPNAVINST 3710.7 (series)

(b) (5)



SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES



SPECIAL HANDLING REQUIRED IN  
ACCORDANCE WITH OPNAVINST 3750.6 SERIES

COMRCVW-12:lmc  
3750

(b) (5)

COMNAVSAFECEN (2)  
COMNAVAIRPAC

COMFAIRMIRAMAR  
COMNAVAIRTESTCEN PAXRIV

COMRCVW TWELVE  
CO MCAS YUMA

L. C. PAGE, JR.

Copy to:  
COMNAVSAFECEN (2)  
COMNAVAIRSYSCOM (AIR-09E)  
COMNAVAIRPAC  
CMC (CODE AAP)  
DIR AFIP  
COMNAVAIRTESTCEN PAXRIV ✓  
COMFAIRMIRAMAR  
NAVPLANTREPO DALLAS  
CO NAVAEROSPACERECFAC  
NAVPLANTREPO STL  
CG FMFPAC  
CG THIRD MAW  
CO MAG-33  
CO MCAS YUMA  
CO VMFAT-101  
CO VF-124

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

3718

# ORIGINAL

25:FTB:mcl  
3750  
12 JAN 1970

THIRD ENDORSEMENT on VF-124 accident, serial 3-70A, VMFAT-101 accident, serial 3-70A, concerning F8J BuNo 149212, F4B BuNo 150473, of 22 November 1969, pilots HELLMAN and SAUER

From: Commanding Officer, Marine Aircraft Group 33  
To: Commander, Naval Safety Center  
Via: (1) Commanding General, Third Marine Aircraft Wing  
(2) Commanding General, Fleet Marine Force, Pacific  
(3) Commander, Naval Air Forces, U. S. Pacific Fleet

Subj: Aircraft Accident Report; forwarding of

(b) (5)

*F. N. Pippin*  
F. N. PIPPIN

Copy to:

COMNAVSAFEEN (2)	CO, MAG-33
COMNAVAIRSYSOM (AIR-09E)	CO, VMFAT-101
COMNAVAIRPAC	CO, VF-124
COMREADATKARA IRWING ONE TWO	CONAVAEROSPACERECFAC
COMFAIRMIRAMAR	DIR AFIP
CMC (CODE AAP)	CO, MCAS YUMA
CG, FMFPAC	NAVPLANTREPO, DALLAS
CG, THIRD MAW	NAVPLANTREPO, ST. LOUIS

3:RWK:rej  
3570  
22 December 1969

SECOND ENDORSEMENT on VF-124 serial 3-70A, VMFAT-101 serial 3-70A,  
concerning F-8J BuNo 149212, F-4B, BuNo 150473 of 22 November 1969,  
Pilots HELLMAN and SAUER.

From: Commanding Officer, Marine Fighter/Attack Training Squadron-101 ✓  
Marine Aircraft Group-33, 3d Marine Aircraft Wing, FMFPac  
MCAS, El Toro (Santa Ana), California 92709

To: Commander, Naval Safety Center

Via: (1) Commander, Readiness Attack Carrier Air Wing-12  
(2) Commander, Fleet Air Miramar  
(3) Commanding Officer, Marine Corps Air Station, Yuma Arizona  
(4) Commander, Naval Air Force, U. S. Pacific Fleet

Subj: Aircraft Accident Report; forwarding of

(b) (5)

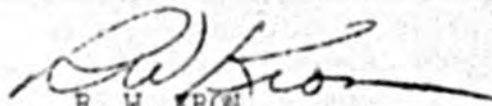


SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

14 ORIGINAL



(b) (5)

  
R. W. KRON  
LtCol USMC

Copy to:  
FITRON-124  
COMNAVAIRSYSCOM (AIR-09E)  
NAVPLANTREPO DALLAS  
CONAVAEROSPACERECFAC  
DIR AFIP  
CO, MAG-33  
CG, THIRD MAW  
CG, FMFPAC  
COMMANDANT MARINE CORPS (CODE AAP)  
NAVPLANTREPO ST LOUIS  
COMNAVJAF CEN (2)  
CNAF  
ComFAIR Miramar  
COMNAVAIRCTESTOEN PAXRIV  
ComRE VW-Twelve  
Co, meas yuma

15

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH CPMNAVINST 3750.6 SERIES

2  
15

ORIGINAL

VF-124/20:rt

3570

Ser

2047

DEC 19 1969

FIRST ENDORSEMENT on VF-124 serial 3-70A, VMFAT 101 serial 3-70A, concerning  
F8J BUNO 149815, F8D, BUNO 150473 of 22 NOV 1969, pilots HELLMAN and SAUER

From: Commanding Officer, Fighter Squadron 124 (VF-124)  
Naval Air Station, Miramar, California 92145  
To: Commander, Naval Safety Center  
Via: Commanding Officer, Fighter - Attack Training Squadron 101 (VMFAT 101)  
Commander Readiness Attack Carrier Air Wing TWELVE  
Commander Fleet Air Miramar  
Commanding Officer, Marine Corps Air Station, Yuma, Arizona  
Commander Naval Air Force, U. S. Pacific Fleet

Subj: Aircraft Accident Report; forwarding of

(b) (5)



ORIGINAL

(b) (5)

  
W. I. PARRISH

Copy to:

COMNAVIAIRSYSCOM (AIR-09E)

NAVPLANTREPO DALLAS

COMNAVAEROSPACERECFAC

DIR AFIP

CO, MAG 33

CG THIRD CMA

CG FMFPAC

COMMANDANT MARINE CORPS (CODE AAP)

NAVPLANTREPO ST LOUIS

COMNAVSAFECEN (2)

COMNAV AIR PAC

COMFAIR MILAMAR

COMNAVAIRTESTOEN PAX RIV

COMREVIEW Twelve

Co, mens, Yuma



TABLE OF CONTENTS

<u>PART</u>		<u>PAGE</u>
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VI	DAMAGE TO AIRCRAFT	8
VII	INVESTIGATION AND ANALYSIS	8
VIII	CONCLUSIONS	11
IX	RECOMMENDATIONS	11

PART 1 GENERAL

SECTION A. IDENTIFICATION	1. AIRCRAFT ACCIDENT BOARD APPOINTED BY CO, VF-124		2. DTG (LOCAL) OF MISHAP 0825U22 NOV 69		4. MODEL AIRCRAFT F8J		5. BUREAU NUMBER 119212	
	6. TO: Commander, Naval Aviation Safety Center		9. LOCATION OF MISHAP 280°R 18NM IMPERIAL TACAN		10. DAMAGE ALFA			
	7. VIA: CO, VMEAT 101 RCVW-12		11. TIME OF DAY DAY		12. TIME IN FLIGHT 0 + 50		13. FLIGHT CODE 1A1	
	8. RC		14. CLEARED FROM HAF EL CENTRO TO HAF EL CENTRO		15. TYPE CLEARANCE LOCAL		16. AIRSPEED 300KTS	
	17. A/C WEIGHT 24,500		18. BRIEF DESCRIPTION OF MISHAP MID AIR COLLISION		19. ELEVATION AT TIME OF MISHAP SL 11,000 TERRAIN 8500'E			
	20. LIST MODEL BUNG REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-1 for each A/C)							
	FLB, 150473, VMEAT 101 ALFA							
	21. FACTOR		22. FACTOR		23. FACTOR			

SECTION B. CONTRIBUTING FACTORS



SECTION C. PERSONNEL DATA	1. NAME (Last, first & middle name) HELLMAN, JOHN S.		2. GRADE LCDR	3. SERVICE NO. (b) (6)	4. BRANCH 1310	5. SERVICE NO. USN	6. AGE (b) (6)	7. YEARS 12	8. PILOT PILOT	9. POSITION COCKPIT	10. POSITION F
	11. ITEM ALL MODELS		12. ITEM CV LANDINGS DAY/NIGHT		13. ITEM ALL		14. ITEM IN MODEL		15. ITEM 351/101		
	12. ITEM ALL MODELS IN LAST 12 MONTHS		13. ITEM ALL		14. ITEM IN MODEL		15. ITEM 0/0		16. ITEM 0/0		
	13. ITEM ALL MODELS IN LAST 3 MONTHS		14. ITEM ALL		15. ITEM IN MODEL		16. ITEM 8/0		17. ITEM 2/0		
	14. ITEM ALL SERIES THIS MODEL		15. ITEM ALL		16. ITEM IN MODEL		17. ITEM 7/0		18. ITEM 1/0		
	15. ITEM ALL SERIES THIS MODEL		16. ITEM ALL		17. ITEM IN MODEL		18. ITEM 2372		19. ITEM 21 NOV 69		
	16. ITEM ALL SERIES THIS MODEL		17. ITEM ALL		18. ITEM IN MODEL		19. ITEM 1.4		20. ITEM SPECIAL		
	17. ITEM ALL SERIES THIS MODEL		18. ITEM ALL		19. ITEM IN MODEL		20. ITEM MAY 69 QUALIFIED		21. ITEM SPECIAL		
	18. ITEM ALL SERIES THIS MODEL		19. ITEM ALL		20. ITEM IN MODEL		21. ITEM MAY 69 QUALIFIED		22. ITEM SPECIAL		
	19. ITEM ALL SERIES THIS MODEL		20. ITEM ALL		21. ITEM IN MODEL		22. ITEM MAY 69 QUALIFIED		23. ITEM SPECIAL		

## PART II MAINTENANCE, MATERIAL, AND FACILITIES DATA

PART II MAINTENANCE, MATERIAL, AND FACILITIES DATA										
A. A/C HISTORY	1. DATE OF MANUFACTURE	2. FLIGHT HRS. SINCE ACCEPTANCE	3. NO. OF PAR/OVERHAUL	4. MONTHS SINCE LAST PAR/OVERHAUL	5. FLT. HRS SINCE LAST PAR/OVERHAUL	6. LAST/PAR OVERHAUL ACTIVITY	7. TYPE OF LAST CHECK PERFORMED	8. FLIGHT HOURS SINCE LAST CHECK	9. DAYS SINCE LAST CHECK	
B. ENGINE HISTORY	1. ENGINE MODEL	2. ENGINE SERIAL NUMBER	3. FLIGHT HRS. SINCE ACCEPTANCE	4. NUMBER OF OVERHAULS	5. WAS DIR. REQUESTED?	6. FLT. HRS SINCE LAST OVERHAUL	7. LAST OVERHAUL ACTIVITY	8. TYPE OF LAST CHECK PERFORMED	9. FLIGHT HOURS SINCE LAST CHECK	10. DAYS SINCE LAST CHECK
C. COMPONENT HISTORY	1. COMPONENT INVOLVED NOMECLATURE	2. MANUFACTURERS PART NUMBER	3. TOTAL HRS ON PART	4. NO. OF OVERHAULS	5. HOURS SINCE LAST OVERHAUL	6. OVERHAUL ACTIVITY	7. WAS DIR. REQUESTED?	8. SER. NO. FOR/AMPLIF		
D. INCIDENTS & GROUND ACCIDENTS	1. PARTS REPAIRED		2. PARTS REPLACED		3. DIRECT MANHOURS INVOLVED		4. OTHER			
	PART NUMBER	NOMECLATURE	PART NUMBER	NOMECLATURE						
E. ENGINE FAILURES	JET ENGINE FLAMEOUT (Include intentional securing to prevent engine damage)									
	AT TIME OF FLAMEOUT	1. ALTITUDE	2. IAS	3. RPM	4. EGT	5. MANEUVER AT TIME OF FLAMEOUT	6. FUEL FLOW	7. ATTITUDE	8. NO. RELIGHT ATTEMPTS	
	9. RECAUSE	10. ALTITUDE		11. IAS	12. MAX EGT	13. FUEL CONTROL	14. NO. RELIGHT ATTEMPTS		15. CAUSE OF SYMPTOMS	
	16. INTENTIONAL SECURE	17. ENGINE SYMPTOMS		18. ALTITUDE		19. IAS	20. RPM	21. MAP	22. FUEL FLOW PRESSURE	23. OIL PRESSURE
	24. INTENTIONAL SECURE	25. ENGINE SYMPTOMS		26. CAUSE OF SYMPTOMS		27. ALTITUDE		28. IAS	29. RPM	30. MAP
F. OTHER REPORT	IDENTIFY OTHER REPORTS CONTAINING THIS MESSAGE									
	1. AMPLIF SERIAL NUMBER									
	2. DIR MESSAGE REQUEST DATE TIME GROUP									
	3. OTHER VF-124 PRELIMINARY REPORT OF AIRCRAFT ACCIDENT P222222Z NOV 69									
	4. VF-124 SUPPLEMENTARY MESSAGE REPORT OF AIRCRAFT ACCIDENT P230234Z NOV 69									



1. EQUIPMENT INVOLVED <input type="checkbox"/> CATAPULT <input type="checkbox"/> ARRESTING GEAR		2. PRESSURE SETTING		3. WIND OVER DECK		4. RELATIVE WIND		5. APPROACH/END SPEED	
6. MARK NUMBER		7. MODEL NUMBER		8. LOCATION OF SHIP		9. LAUNCHING BRIDLE AND BRIDLE ARRESTER			
10. CATAPULT/ARRESTING GEAR BULLETINS OR NOMOGRAMS USED									
11. This portion shall be completed whenever (1) an aircraft accident involves arresting gear barrier and/or barricade equipment, or (2) an aircraft accident involves malfunctioning of arresting gear, barrier and/or barricade equipment. Incidents or routine damage to cables, weldings and other expendable equipment need not be reported herein.									
G. SHIPS DATA	12. ENGAGED	12. DECK RUNOUT (FEET)	13. RAM TRAVEL (INCHES)	14. CONTROL VALVE SETTINGS CONSTANT PRESSURE OCME (P.S.I.)      RATIO		15. CONSTANT RUNOUT (WT. LBS.)	15. ACCUMULATOR PRESSURE (PSI)	16. COMMENTS (for cable failures specify no. landings and months in service)	
	DECK PENDANT								
	DECK PENDANT								
	BARRIER/BARRICADE								
FOR ACCIDENTS ABOARD CARRIERS (complete on pilot)									
H. DEPLOYMENT	1. DATE DEPLOYED COMUS			3. DAY HOURS/LANDINGS SINCE DEPLOYMENT			4. DAY HOURS/LANDING LAST 30 DAYS		
	2. NO. DAYS OPERATING PERIOD			6. NIGHT HOURS/LANDINGS SINCE DEPLOYMENT			7. NIGHT HOURS/LANDINGS LAST 30 DAYS		
	5. REST. HOURS LOGGED SINCE DEPLOYMENT ACTUAL/SIMULATED								
WEATHER AT SCENE OF MISHAP									
I. WEATHER	1. CEILING	2. VISIBILITY	3. RELATIVE WIND DIRECTION AND VELOCITY		4. TEMPERATURE RUNWAY OUTSIDE AIR	5. DEW POINT	6. ALTIMETER SETTING		
	0	40			18.0°F	38°F			
7. OTHER WEATHER CONDITIONS (include aloft, icing level, sea state, density altitude, as appropriate)									

## PART III ADDITIONAL INFORMATION

PART	SECTION	ITEM	1. REMARKS	2. COPY DISTRIBUTION
III		2	COPY DISTRIBUTION	20C NAVJNSAFECN DIRECT (AAR)
			ICC CO MAG 33 ✓	<del>20C NAVJNSAFECN DIRECT (AAR)</del>
			ICC CG THIRD MAW ✓	COMNAVIAIRSYS COM (AIR-07C) ✓
			ICC CG FMFPAC ✓	COMNAVIAIRPAC ✓
			ICC CO VIFAT 101 ✓	COMREADATKARAIRWING-1 ✓
			ICC COMMANDANT MARINE CORPS (CODE AAP) ✓	COMFAIRMIRAMAR ✓
			ICC NAVPLANTREPO ST LOUIS ✓	NAVPLANTREPO DALLAS ✓
				CONAVAIRHOSPACERECFAC ✓
				DIR AFIP ✓
				MCAS YUMA ✓
COST DAMAGE TO:			3. GOVERNMENT PROPERTY	4. PRIVATE PROPERTY
			NONE	NONE
5. DATE SUBMITTED TO CO				
15 DEC 1969				

PART IV SIGNATURES OF THE BOARD

(b) (6)

\* When preparing Incident and Ground Accident reports, items indicated by an asterisk in the upper right hand corner must be filled in. Items considered appropriate should also be filled in.

## PART 1 GENERAL

1. AIRCRAFT ACCIDENT BOARD APPOINTED BY CO, VF-124	2. AIRCRAFT VF124 3-70A VIRAT101 3-70A	3. DTG (LOCAL) OF MISHAP 220825U NOV 69	4. MODEL AIRCRAFT F4B	5. BUREAU NUMBER 150473
6. TO: Commander, Naval Aviation Safety Center	9. LOCATION OF MISHAP 280/48 IPL TACAN	10. DAMAGE ALPHA		
7. VIA:	11. TIME OF DAY DAY	12. TIME IN FLIGHT 0 + 40	13. FLIGHT CODE 1A1	
	14. CLEARED FROM NZJ TO: NZJ			
	15. TYPE CLEARANCE LOCAL	16. AIRSPEED 140"E"	17. A/C WEIGHT 37,000 LBS.	
18. BRIEF DESCRIPTION OF MISHAP MID AIR COLLISION	19. ELEVATION AT TIME OF MISHAP 29% MAC SL 11,000' TERRAIN 8500'			
20. LIST MODEL, BUINO, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-1 for each A/C)				

21. FACTOR	22. FACTOR	23. FACTOR	24. FACTOR
------------	------------	------------	------------

(b) (5)

## SECTION B. CONTRIBUTING FACTORS

1. NAME (Last, first, & middle initial) SAUER, WILLIAM C.	2. GRADE CAPT	3. FLT NUMBER (b) (6)	4. DESIG 7521	5. BRANCH OF SERVICE USMC	6. A/C (b) (6)	7. FLIGHT NUMBER 3	8. POSITION PILOT	9. POSITION FWD C/P	10. POSITION "A"																																																												
CO-PILOT (Identify & submit separate page 1)																																																																					
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## PART II MAINTENANCE, MATERIAL AND FACILITIES DATA

A. A/C HISTORY		1. DATE OF MANUFACTURE	2. FLIGHT HRS. SINCE ACCEPTANCE	3. NO. OF PAR/OVERHAUL	4. MONTHS SINCE LAST PAR/OVERHAUL	5. FLY HRS SINCE LAST PAR/OVERHAUL	6. LAST/PAR OVERHAUL ACTIVITY	7. TYPE OF LAST CHECK PERFORMED	8. FLIGHT HOURS SINCE LAST CHECK	9. DAYS SINCE LAST CHECK

B. ENGINE HISTORY		1. ENGINE MODEL	2. ENGINE SERIAL NUMBER	3. FLIGHT HRS. SINCE ACCEPTANCE	4. NUMBER OF OVERHAULS	5. WAS DIR REQUESTED?	6. FLY HRS SINCE LAST OVERHAUL	7. LAST OVERHAUL ACTIVITY	8. TYPE OF LAST CHECK PERFORMED	9. FLIGHT HOURS SINCE LAST CHECK	10. DAYS SINCE LAST CHECK
(1)											
(2)											
(3)											
(4)											

C. COMPONENT HISTORY		1. COMPONENT INVOLVED NOMENCLATURE	2. MANUFACTURERS PART NUMBER	3. TOTAL HRS ON PART	4. NO. OF OV-HAULS	5. HOURS SINCE LAST OVERHAUL	6. OVERHAUL ACTIVITY	7. WAS DIR REQUESTED?	8. SER. NO. FIB/AMPEUR
(1)									
(2)									
(3)									
(4)									

D. INCIDENTS & GROUND ACCIDENTS		1. PARTS REPAIRED	3. DIRECT MANHOURS INVOLVED	2. PARTS REPLACED
PART NUMBER	NOMENCLATURE	PART NUMBER	NOMENCLATURE	

JET ENGINE FLAMEOUT (Include intentional securing to prevent engine damage)													
AT TIME OF FLAMEOUT	1. ALTITUDE	2. IAS	3. RPM	4. EGT	5. MANEUVER AT TIME OF FLAMEOUT	6. FUEL FLOW	7. ALTITUDE						
8. G FORCES	9. RELIGHT	10. ALTITUDE		11. MS	12. MAX EGT	13. FUEL CONTROL	14. NO. RELIGHT ATTEMPTS						
	<input type="checkbox"/> ATTEMPTED <input type="checkbox"/> ACCOMPLISHED					<input type="checkbox"/> PRIMARY <input type="checkbox"/> MANUAL							
INTENTIONAL SECURE	15. ENGINE SYMPTOMS			16. CAUSE OF SYMPTOMS									
RECIPROCATING ENGINE FAILURE													
17. ALTITUDE	18. IAS	19. ALTITUDE	20. RPM	21. MAP	22. TORQUE/RPM	23. FUEL FLOW PRESSURE	24. OIL PRESSURE						
INTENTIONAL SECURE	25. ENGINE SYMPTOMS			26. CAUSE OF SYMPTOMS									

IDEA: 1. OTHER REPORTS CONCERNING THIS MISHAP

F. OTHER REPORT	
1. AMPFUR SERIAL NUMBER	
2. DIR MESSAGE REQUEST DATE TIME GROUP	
3. OTHER	
4.	



## CPNAV FORM 3750-1A (Rev. 3-63) Page 3

**SPECIAL HANDLING REQUIRED in accordance with**  
Para. 66, OPNAV INSTRUCTION 3750.6, effective edition

CINAV REPORT 3753-1

1. EQUIPMENT INVOLVED <input type="checkbox"/> CATAPULT <input type="checkbox"/> ARRESTING GEAR		2. PRESSURE SETTING		3. WIND OVER DECK		4. RELATIVE WIND		5. APPROACH/ENG SPEED	
6. MARK NUMBER		7. MODEL NUMBER		8. LOCATION OF SHIP		9. LAUNCHING BRIDLE AND BRIDLE ARRESTER			
10. CATAPULT/ARRESTING GEAR BULLETINS OR NOMOGRAMS USED									
11. This portion shall be completed whenever (1) an aircraft accident involves arresting gear barrier and/or barricade equipment, or (2) an aircraft accident involves malfunctioning of arresting gear, barrier and/or barricade equipment. Incidents or routine damage to cables, weldings and other expendable equipment need not be reported herein									
ENGAGED	12. DECK RUNOUT (FEET)	13. RAM TRAVEL (INCHES)	14. CONTROL VALVE SETTINGS		15. ACCUMULATOR PRESSURE (PSI)	16. COMMENTS (for cable failures specify no. landings and months in service)			
			CONSTANT PRESSURE	CONSTANT RUNOUT (WT. LBS.)					
			DOVE (P.S.I.)	RATIO					
DECK PENDANT									
DECK PENDANT									
BARRIER/BARRICADE									
FOR ACCIDENTS ABOARD CARRIERS (complete on pilot)									
1. DATE DEPLOYED COMUS			3. DAY HOURS/LANDINGS SINCE DEPLOYMENT			4. DAY HOURS/LANDINGS LAST 30 DAYS			
2. NO. DAYS OPERATING PERIOD									
5. INST. HOURS LOGGED SINCE DEPLOYMENT ACTUAL/SIMULATED			6. NIGHT HOURS/LANDINGS SINCE DEPLOYMENT			7. NIGHT HOURS/LANDINGS LAST 30 DAYS			
WEATHER AT SCENE OF MISHAP									
1. CLOUDS	2. VISIBILITY	3. RELATIVE WIND DIRECTION AND VELOCITY			4. TEMPERATURE RUNWAY OUTSIDE AIR		5. DEW POINT		6. ALTIMETER SETTING
7. OTHER WEATHER CONDITIONS (surface winds, icing level, sea state, density altitude, as appropriate)									

## PART III: ADDITIONAL INFORMATION

PART III ADDITIONAL INFORMATION			
PART	SECTION	ITEM	REMARKS
			<p>2. COPY DISTRIBUTION</p> <p>200 NAVVINSAFECN DIRECT (MAR)</p> <p>DOCK/CHINESE REPAIR (2000)</p> <p>COMAG 33</p> <p>CG 3M MAW</p> <p>CG, FMEPAC</p> <p>CG, VMEAT-101</p>
COST DAMAGE TO:		3. GOVERNMENT PROPERTY	4. PRIVATE PROPERTY
		5. DATE SUBMITTED TO CG	

PART IV SIGNATURES OF THE BOARD

1. SENIOR MEMBER	2. MEMBER
UNIT BILLET	UNIT BILLET
3. FLIGHT SURGEON MEMBER	3. MEMBER
	UNIT BILLET

\* Which, preparing Incident and Ground Accident reports, items indicated by an asterisk in the upper right hand corner must be filled in. Other items considered appropriate should also be filled in.

## PART V. THE ACCIDENT

The accident involved a flight of two (2) Navy F8J's and a single Marine F4B. The Marine F4B (SB-03) aircrew briefed at 0600 and launched at 0748 on 22 November 1969 in VFR conditions from MCAS El Toro. The F8J's (NJ412, 413) briefed at 0630 and took off at 0735 in VFR conditions from NAF El Centro on 22 November 1969. SB-03 was scheduled for a syllabus RIO training mission which included local area familiarization and flight characteristics demonstrations of the F4B. SB-03 had flown to the Yuma area and was returning to El Toro via El Centro remaining south of R2510 thence direct on an approximate heading of 290°M. The pilot of SB-03 had demonstrated a clean stall and was in the process of demonstrating a dirty stall with gear and flaps down at approximately 150 KIAS, when the RIO called a bogey at 10 o'clock low (NJ413). The pilot acknowledged the stranger by "TALLY HO" and commenced to recover the aircraft by adding power. Almost simultaneously NJ412, in a left bank and nose slightly high, appeared directly in front of SB-03. Enclosure (1).

The section of Navy F8J's, NJ412 and 413, were scheduled for a Formation I mission which involves parade formation practice, combat spread, tactical positioning and individual acrobatic maneuvering. The formation work was completed and the section was proceeding in combat spread on a heading of approximately 030° at 300 KIAS toward Borrego Desert Valley. NJ412 passed the lead to NJ413 and commenced a left turn to position himself in trail from a position approximately one (1) mile slightly forward of, and 1000' higher than the new leader.

NJ413 called "Knight I, aircraft between us". Enclosure (2). NJ412 increased his bank to look for the F4B and not seeing the unknown aircraft to the left, started to roll out of the bank and scanned to the right. He immediately saw the F4B at two o'clock level and closing, and pulled back on the stick, but was too late to avoid a mid-air collision.

The F4B contacted the F8J on the underside of the fuselage just aft of the trailing edge of the wing. Enclosure (3). The F4B RIO stated that he saw only the bottom side of the F8J and never saw the cockpit. The nose cone and front cockpit of the F4B were severely damaged on the initial impact of the two aircraft, incapacitating the pilot. The RIO lurched forward then back and pulled the alternate ejection handle on his backward movement. He stated there was smoke, fire, and debris coming back from the front cockpit as he ejected. Enclosure (1).

NJ412 had momentary nose control of the F8J and then the aircraft nosed over uncontrollably. He ejected very shortly thereafter.

The F8J engine, vertical stabilizer, horizontal stabilizer, ventral fins, and afterburner came apart from the violent impact and landed in a semicircular pattern on the desert floor. The forward fuselage and wing impacted nose first in a small valley. Enclosure (4).

The F4B descended in a flat spin and exploded on impact in a small arroyo. Parts distribution of the F4B was very compact; confined to within 100 yards of the shallow crater created by impact with the ground. The pilot's remains and all significant components of the Martin Baker Escape Unit were found in

the wreckage. There was no apparent attempt by the pilot to eject and there was positive evidence that an automatic sequence ejection was not utilized.

The F8J pilot landed in very rugged mountainous terrain and sustained (b) (6). The F4B RIO landed in rather flat terrain, but suffered (b) (6) from cactus cuts as he was dragged by the chute.

#### PART VI DAMAGE TO AIRCRAFT.

Marine F4B BUONO 150473 sustained major structural damage upon colliding with F8J BUONO 149212. It entered uncontrolled flight, struck the ground in a flat spin, burned and sustained STRIKE damage.

Navy F8J BUONO 149212 sustained STRIKE damage as the tail aft of FS595 was torn from the fuselage upon collision with the F4B. The fuselage with wing impacted the ground about two miles from the point of the collision and burned. Enclosure (4).

#### PART VII THE INVESTIGATION AND ANALYSIS

(b) (5)



(b) (5)



(b) (5)



(b) (5)



PART VIII CONCLUSIONS

(b) (5)



PART IX RECOMMENDATIONS

(b) (5)





INDEX OF ENCLOSURES

1. Statement of RIO, 1/LT WILKENING
2. Statement of F8J, NJ412, pilot, LCDR HELLMAN
3. Artist sketch of aircraft at moment of impact
4. Photograph showing crash sites and wreckage distribution
5. Resume of Captain SAUER's flight experience
6. Diagram showing estimated relative positions of the aircraft prior to collision
7. Resume of LCDR HELLMAN's flight experience
8. VF-124 DET El Centro flight schedule
9. VMFAT 101 Flight Schedule
10. MCAS Yuma Rescue report
11. WSCG Air Station, San Diego rescue report
12. MOR, Captain SAUER
13. MOR, LCDR HELLMAN
14. MOR, 1/LT WILKENING
15. Statement of CWOL (b) (6)
16. Statement of Captain (b) (6)
17. Statement of LTJG (b) (6)

Medical Officer Reports withheld entirely under exemption  
(b)(5) and (b)(6) of the FOIA.

WVS 5 12 10.10

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIAL

RECEIVED

Statement of 1st Lieutenant W. F. WILKENING, USMC, RIO of F-4B, VMFAT 101,  
concerning VF-124 AAR 3-70A, VMFAT 101 AAR 3-70A of 22 NOV 69 F8J BUNO 149212,  
F4B BUNO 150473 pilots HELLMAN and SAUER.


(b) (5)



Enclosure (1)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

(b) (5)



W. F. WILKENING  
1st/LT USMCR

Enclosure (1)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES



Statement of LCDR John S. HELLMAN, USN, (b) (6) pilot of Navy F8J  
BUNO 149212, Call Sign NJ412, concerning VF-124 AAR 3-70A, VMFAT 101 AAR 3-70A  
of 22 NOV 69 F8J BUNO 149212 F4B 150473 pilots HELLMAN and SAUER

(b) (5)



Enclosure ( 2 )

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

opened. Directly below me I saw my aircraft engulfed in flames and in what I thought was a right hand flat spin.

After gaining my senses I looked around and saw another parachute slightly SE of me about two miles away. The descent was uneventful and while descending I tightened my helmet chin strap, and decided to leave the seat pan attached for I was about to land in the mountains. I unhooked the right hand side of my face mask. My visor was down throughout the entire hop and parachute descent. I landed going backwards in a ravine about 200 feet from the top of a mountain. It was very rocky and I landed on the seat pan and rolled backwards hitting the back of my helmet on a rock. I got up, took stock of myself and finding nothing broken, signaled with a flare to the orbiting aircraft that I was OK. I then proceeded down the mountain and subsequent rescue.

I have been a designated naval aviator for 12½ years, have a total of 3400 hours of which 2400 are single engine jet, 1900 being in the F8 Crusader.

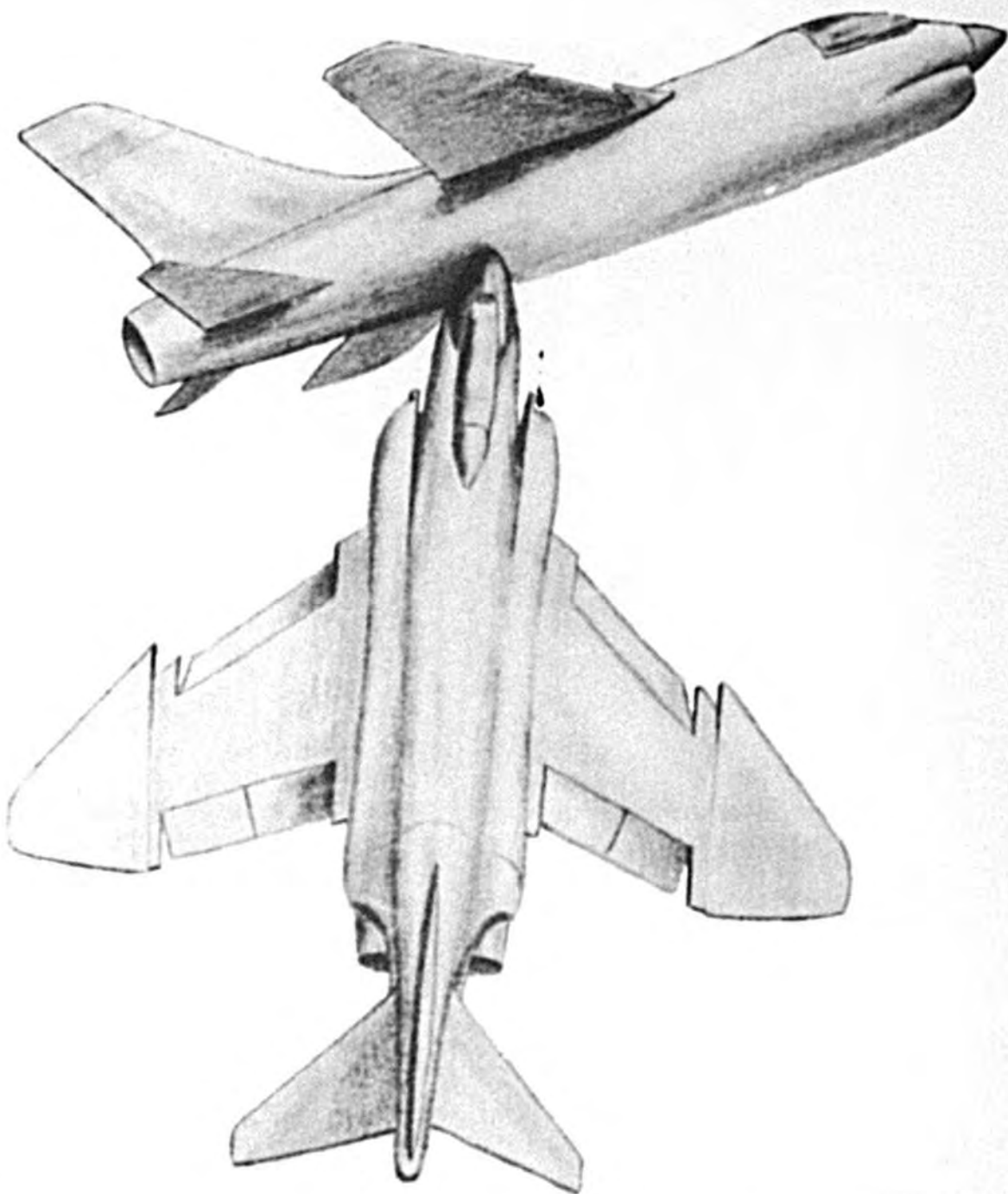
Obviously look-out doctrine was the main cause factor of this accident. Had my look-out scan included the area to my right, I could have spotted the F4 sooner thus avoiding the aircraft and preventing this fatal mid-air collision.

For NATOPS procedures I recommend that it be continually stressed to keep the pilots helmet on and the seat pan connected for the pilots parachute landing. Had I not had both on, I believe I would have received serious if not fatal injuries in my landing.

This statement is true and correct as I remember it to have happened.

(b) (6)





VF-124 AAR 3-70A, VMFAT 101 AAR 3-70A occurring on 22 NOV 69 F8J BUÑO  
149212, F4B BUÑO 150473 pilots HELLMAN and SAUER.  
Artist's rendition showing relative position of F4B, SBO3, and F8J, NJ412,  
at instant of impact. The view is from directly above the two aircraft.

Enclosure (3)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES





F8J BT-106-1  
 PARTS DISTRIBUTION  
 A. Forward Fuselage and Wings  
 B. Engine plus surrounding Fuselage  
 C. Vertical Stabilizer  
 D. AFT Fuselage minus Tailcon.  
 E. Canopy  
 F. Port Wing  
 G. Afterburner



1. The following is a list of the parts of the F8J BT-106-1 which were recovered on 1 May 69, 1969, and are being distributed to the various agencies concerned with the investigation of the crash site.

Enclosure (4)

ENCLOSURE BEARING INSTEAD IN REPLY WITH COMMENT 3750.6

Resume of Captain SAUER's, pilot of Marine F4B BUHO 150473, flying experience for the preceding five fiscal years; concerning VF-124 AAR 3-70A, VMFAT 101 AAR 3-70A of 22 NOV 69, F8J BUHO 149212, F4B BUHO 150473, pilots HELLMAN and SAUER.

<u>Command Attached</u>	<u>Period assigned</u>	<u>Model Aircraft</u>	<u>Flight Hours</u>	<u>CV Landings Day/Night</u>	<u>Operational Proficiency</u>
NA TRACOM	MAR 66-MAR 67	various	285	7/0	Operational
VFT-1	MAY 67	TF9J	7	0/0	Operational
VMFA-513	JUN 67-JUN 68	F4B	241	0/0	Operational
VMFA-542	JUL 68-AUG 69	F4B	379	0/0	Operational
VMFAT-101	SEP 69-NOV 69	F4B	21	0/0	Operational

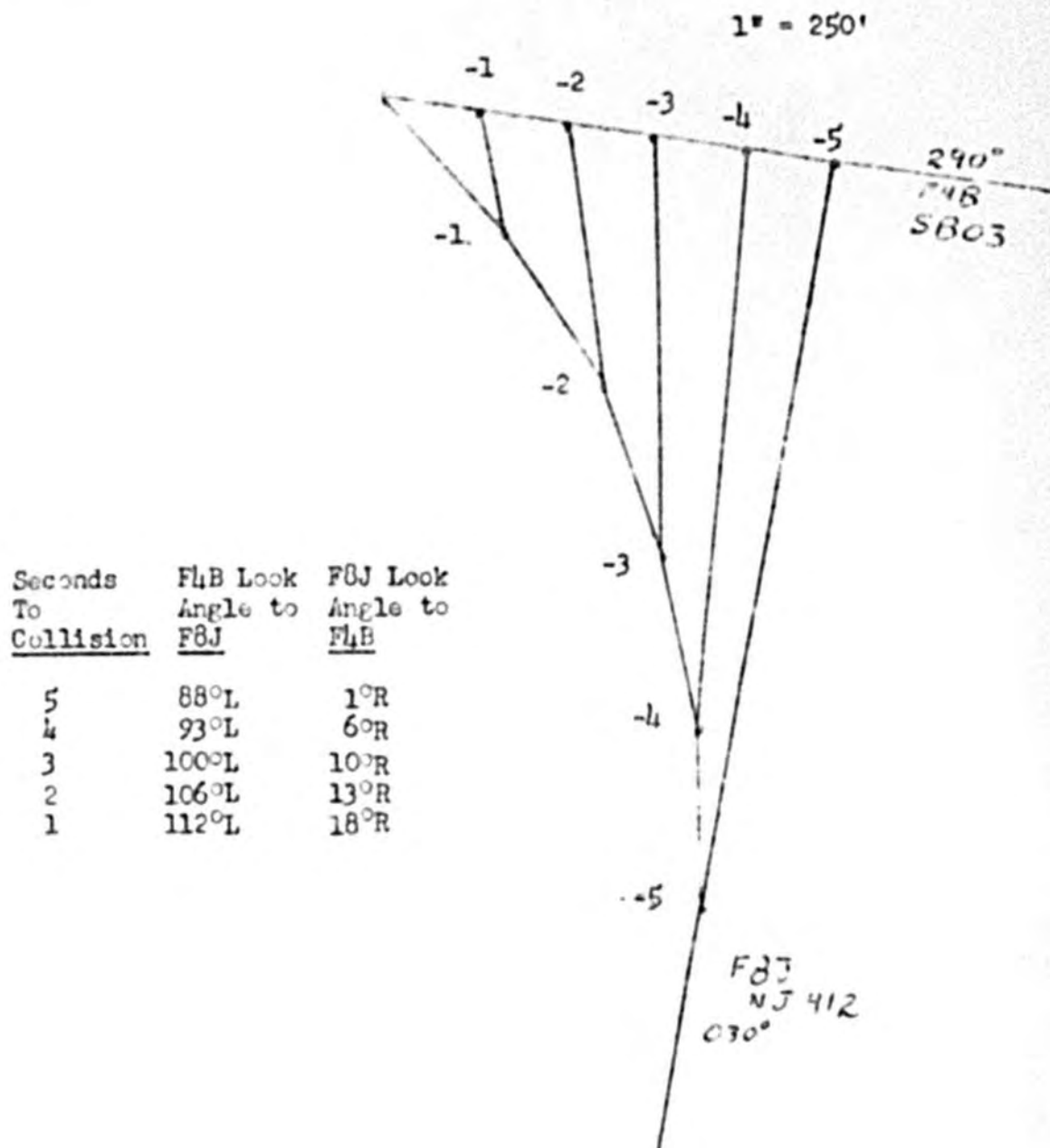
Pilot's synthetic trainer time for the preceding 12 months

<u>Date</u>	<u>Type Trainer</u>	<u>Mission</u>	<u>Time logged</u>
9/18/69	WST	Emerg Procedures	1.0
9/19/69	WST	Emerg Procedures	1.0

Enclosure (5)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Diagram showing estimated relative positions of the two aircraft during the 5 seconds preceding the collision, concerning VF-124 AAR 3-70A, VMPAT 101 AAR 3-70A of 22 NOV 69 F8J BUNO 149212, F4B BUNO 150473 pilots HELLMAN and SAUER.



Enclosure (6)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES



Resume of flying experience for the preceding five fiscal years.  
 LCDR HELLMAN, USN, (b) (6) pilot of F8J, BUNO 149212, concerning  
 VF-124 AAR 3-70A, VMFAT 101 AAR 3-70A of 22 NOV 69, F8J BUNO 149212,  
 F4B BUNO 150473, pilots HELLMAN and SAUER.

<u>Command Attached</u>	<u>Period assigned</u>	<u>Model Aircraft</u>	<u>Flight Hours</u>	<u>CV Landings Day/Night</u>	<u>Operational Proficiency</u>
USNPGS Monterey	NOV 64-DEC 65	T-2A	96	0/0	Proficiency
VF-124	JAN 66-APR 66	F8	105	16/10	Operational
VF-162	MAY 66-FEB 68	F8	497	171/40	Operational
VF-124	MAR 68-NOV 69	F8/T-28	374	0/0	Operational

Pilots synthetic trainer time for the preceding 12 months:

NONE

Enclosure (7)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

SDO: LTJG  
LTJG

(b) (6)

FIGHTING ONE TWENTY FOUR  
NAVAL AIR FACILITY  
FL CENTRO DETACHMENT

DATE: 22 NOV 1969  
DAY: SATURDAY

SV	BRIEF	PILOT	COMP	MODEX	TIME	T.O.	LAND	FTE	MISSION	CH	REMARKS
1.	0630	(b) (6)	20	457	12	0745	0915	1*30	T-8	17	OVERWATER
2	0630	HOLLAND ORCHID	20	452	07	0800	0930	1*30	FF-1	18	
3	0630	(b) (6)	20	459	15	0800	0945	1*45	FF-2	19	
4	0700		20	458	14	0800	1000	2*00	FI-1	17	LUNCH WAX LAND NJK
5	1000		20	455	14	1100	1230	1*30	T-9	18	OVERWATER
6	1000		20	453	20	1100	1300	2*00	FI-1	19	
7	1000		20	455	19	1100	1300	2*00	FI-1	17	
8	1315		20	455	14	1415	1530	1*15	T-11	18	RNDV WITH TAL AT 1430
9	1315		20	454	17	1430	1545	1*15	T-11	19	
10	1330		20	458	17	1445	1615	1*30	FF-1	17	
11	1330		20	455	19	1445	1645	2*00	FI-1	18	
12			20	457	10	1700	1830		NLP	17	"C" 1700-1730 1800-1830
13			20	455	12	1730	1900		NLP	18	"C" 1730-1800 1830-1900
14			20	457	10	1900	2030		NLP	19	"C" 1900-1930 2000-2030

SUBMITTED BY

J. C. THOMPSON

CERTIFIED TO BE A TRUE COPY

APPROVED BY

J. S. HULLMAN

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

TOTAL SERIES 38

TOTAL PAGES 547

DET TOTAL 2932

ENCLOSURE (8)



MARINE FIGHTER/ATTACK TRAINING SQUADRON-101  
 Marine Aircraft Group-33  
 3d Marine Aircraft Wing, FIEPac  
 MCAS, El Toro (Santa Ana), California 92709

21 November 1969

FLIGHT SCHEDULE FOR SATURDAY, 22 NOVEMBER 1969

SDO.....  
 OPS CLERK..

(b) (6)

ODO:  
 0730-1030:  
 1030-1330:  
 1330-1630:  
 1630-SEC:

(b) (6)

SUNRISE..0620  
 SUNSET...1645

EVENT NR	CALL SIGN	APC CODE	FLIGHT LEVEL	BRIEF	T/O	LAND	CREW	REMARKS	MSN A/C TM ACCM
2600	SB-04	VFR		0530	0700	0845	(b) (6)	INST II	
2601-1	SB-06	VFR		0600	0730	0845		FORM I	
-2	SB-22	VFR						IUT FORM	
2602	SB-08	I-3	330	0600	0730	0915		RIO FAM II	
2603-1	SB-05	VFR		0845	1015	1200		FORM III	
-2	SB-23							IUT FORM	
2604	SB-04	I-2	330	0915	1045	1230		INST VI/ NATOPS EVAL	
2605	SB-10	VFR		0915	1045	1230		N/V REF	
2606-1	SB-33	VFR		1200	1330	1515		FORM I	
-2	SB-26	VFR							
2607	SB-38	DD-175		1515	1645	231500U		X-C ETR 231500U	
2608	SB-21	DD-175		1515	1645	231500U		X-C ETR 231500 U	
2609	SB-28	DD-175		1530	1700	231500U		X-C ETR 231500U	
2610	SB-39	DD-175		1530	1700	231500U		X-C ETR 231500U	

FLIGHT HOURS LAST MONTH 398.4  
 FLIGHT HOURS THIS MONTH 151.7  
 FLIGHT HOURS THIS FISCAL YEAR 1467.9

NATOPS: MAXIMUM ALLOWABLE GROSS WEIGHTS (FOR THF-P-4B)

FIELD TAKEOFF - 54,800 LBS.  
 FIELD LANDING (FLARED)  
 BEFORE AFC 230 - 38,000 LBS.  
 AFTER AFC 230 - 42,000 LBS.  
 ARRESTED LANDING, TOUCH AND GO AND MIP  
 BEFORE AFL 230 - 34,000 LBS.  
 AFTER AFL 230 - 38,000 LBS.  
 (REF NATOPS 1-130)

Enclosure (9)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES



EMERGENCY OF THE DAY: EXHAUST NOZZLE FAILURES (REF NATOPS 5-26, 27)

RLC: 0800-1130: 1STLT (b) (6)  
1130-1500: 1STLT

(b) (6)

03 OF

Calo  
Nov 1969

RESCUE REPORT  
OPNAV FORM 3750-13 (3-63)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 50.6E  
INSTRUCTIONS: SEE REVERSE

OPNAV REPORT SYMBOL 3750-14

1. FROM Search and Rescue, MCAS, Yuma, Arizona 85364				2. DATE OF MISHAP 22 Nov 1969	3A. DATE OF RESCUE 22 Nov 1969
3. LOCATION AND DUTIES OF RESCUE VEHICLE MCAS, Yuma, Arizona, SAR				4. RESCUE VEHICLE (Type/model) UH-34D	
5. NUMBER OF PERSONNEL 5	5A. IN RESCUE VEHICLE OR ON RESCUE TEAM 5	5B. TO BE RESCUED 3	5C. RESCUED 1 DOA	6. RESCUE BACK-UP MEANS UH-34D	
7. TIME SEQUENCE OF EVENTS (Local Date Time Group)				8. WEATHER CONDITIONS AT RESCUE SITE	
7A. Alert Received Method 0935 Crash Phone		7B. Vehicle Departed Distance to Scene 0942 88 NM		8A. WATER TEMPERATURE N/A °F	8B. AIR TEMPERATURE 72 °F
7C. Arrived on Scene Search Required 1055 Yes		7D. Located Survivor Method of Locating 1115 Cap Aircraft Directed Helo to Site		8C. SEA STATE/WAVE HEIGHT/FREQUENCY; TERRAIN DESCRIPTION Rolling Desert, 1700' elevation.	
7E. Began Retrieval What Was Sighted First 1115 Smoke from burning aircraft		7F. Ended Retrieval Subsequently 1215 Departed for El Centro		9. EQUIPMENTS ACTUALLY USED DURING RESCUE	
7G. Survivor(s) Disembarked Location (If different from Item 3) 1250 NAF El Centro				UH-34D (1) Shovels (2) Body Bag (1) Gloves (1)	
10. DIFFICULTIES ENCOUNTERED (List all difficulties and effect on final outcome of rescue attempt, i.e., ALERTING PERIOD, SEARCH/LOCATING, RETRIEVING, POST-RETRIEVAL)					

Two survivors picked up by Coast Guard helo based at San Diego. Pilot's body of F-4 was recovered by Yuma helo and returned to El Centro.

11. PERSONNEL REQUIRING RESCUE			GIVE REASON FOR RESCUE	FACTORS COMPLICATING RESCUE ATTEMPT Physical condition, ignorance of equipment, sea state, etc.
NAME—LAST	FIRST	INITIAL		
SAUER, W. C., Capt.	(b) (6)		Midair Collision	None

12. REMARKS: (Training of rescue teams or crews, communication equipments/technique, retrieval equipments/technique, rescue vehicle)

Accident occurred 39 NM from NAS Miramar, 48 NM from NAF El Centro, and 95 NM from Yuma. The SAR unit from NAF, Miramar could have more effectively covered this accident. This accident reaffirms the need for a SAR Unit at NAF El Centro.

13. ATTACH ENCLOSURES: Narratives of search, location and retrieving—Survivor's statements

(b) (6)

Enclosure (10)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3150.6 SERIES



1. FROM USCG AIR STATION SAN DIEGO, CALIF		2. DATE OF MISHAP 22 NOV 69		3. DATE OF RESCUE 22 NOV 69	
3. LOCATION AND DUTIES OF RESCUE VEHICLE USCG AIR STATION SAN DIEGO -- SAR		4. RESCUE VEHICLE (Type/model) HH3F		5. RESCUE BACK UP MEANS 1 HH3F at CGAS SDIEGO	
6. NUMBER OF PERSONNEL	7A. IN RESCUE VEHICLE OR ON RESCUE TEAM 4	7B. TO BE RESCUED 3	7C. RESCUED 2		
7. TIME SEQUENCE OF EVENTS (Local Date Time Group)			8. WEATHER CONDITIONS AT RESCUE SITE		
7A. Alert Received Method 220837U NOTIFIED BY MIRAMAR RATTC (PHONE)			8A. WATER TEMPERATURE NA °F		
7B. Vehicle Departed Distance to Scene 220839U 48 MILES			8B. AIR TEMPERATURE 55 °F		
7C. Arrived on Scene Search Required 220902U YES			8C. WIND VELOCITY CALM		
7D. Located Survivor Method of Locating 220905U RADAR VECTORS TO SCENE			8D. SEA STATE/WAVE HEIGHT/FREQUENCY, TERRAIN DESCRIPTION ROCKY MOUNTAIN		
7E. Begun Retrieval What Was Sighted First 220910U FIRST SURVIVOR WAS LOCATED VISUALLY			8E. EQUIPMENTS ACTUALLY USED DURING RESCUE HOIST (BASKET)		
7F. Ended Retrieval Subsequently 220945U SECOND SURVIVOR WAS LOCATED BY SMOKE FLARE					
7G. Survivor(s) Disembarked Location (If different from Item 3) 2 NAS MIRAMAR, CALIF.					

10. DIFFICULTIES ENCOUNTERED (List all difficulties and effect on final outcome of rescue attempt, i.e., ALERTING PERIOD, SEARCH/LOCATING, RETRIEVING, POST-RETRIEVAL)

NONE

11. PERSONNEL REQUIRING RESCUE			GIVE REASON FOR RESCUE	FACTORS COMPLICATING RESCUE ATTEMPT <i>Physical condition, ignorance of equipment, sea state, etc.</i>
NAME—LAST	FIRST	INITIAL		
WILKINING, William F			MIDAIR COLLISION/BALLOUT	NONE
HELLMAN, John S.				

12. REMARKS (Training of rescue teams or crews, communication equipments/technique, retrieval equipments/techniques, rescue vehicle)

HH3F CGHR 1435 LOCATED AND HOISTED TWO SURVIVORS, THEN CONTINUED SEARCH FOR THIRD PERSON. 1030U MIRAMAR OPERATIONS ADVISED GROUND PARTY HAD LOCATED BODY OF THIRD PERSON AT CRASH SITE, NO FURTHER CG ASSISTANCE REQUIRED. HH3F 1435 DEPARTED SCENE FOR NAS MIRAMAR.

13. ATTACH ENCLOSURES: Narratives of search, location and retrieving—Survivor's statements

14. SIGNATURE OF SUBMITTING OFFICIAL (b) (6)	SIGNATURE OF FORWARDING OFFICIAL
15. NAME AND TITLE OF FORWARDING OFFICIAL	SIGNATURE OF FORWARDING OFFICIAL



Statement of CWOL (b) (6) USN, (b) (6) VF-124 Aircrew Survival  
Equipment Officer; concerning VF-124 AAR 3-70A, VMFAT 101 AAR 3-70A  
occurring on 22 NOV 69, F8J BUNO 149212, F4B BUNO 150473, pilots HELLMAN  
and SAUER.

The pilot of F8J BUNO 149212 ejected using the MK7 Rocket Ejection Seat Ser  
#708, by pulling the face curtain. Ejection was normal with no difficulties.  
Configuration of the seat was up to date.

(b) (6)

CWOL USN

CWOL (b) (6) has worked in Aviation Maintenance for 29 years. The board  
consider him a credible witness.

Enclosure (15)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Statement of VMFAT-101 Aircrew Survival Equipment Officer concerning VR-124  
AAR 3-70A, VMFAT-101 AAR 3-70A of 22 November 1969, F-8J BuNo 149212,  
F-4B, BuNo 150473, Pilots HELLMAN and SAUER

F-4B BuNo 150473 had AFC #307 incorporated. Drogue chutes of both the forward and aft seats were inspected on 16 October 1969. On the day of the accident a daily pre-flight inspection of both seats was conducted by a qualified seat man prior to launch. A review of work center registers covering a period of 95 days prior to the accident revealed no discrepancies related to the seats or other survival equipment.

(b) (5)

At the time of the accident both crewmembers were wearing or carrying all prescribe items of survival equipment and clothing.

(b) (6)

Capt USMCR

The board considers CAPT (b) (6) a credible witness.

Enclosure (6)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Statement of LTJG (b) (6) USNR, (b) (6) pilot of F8J,  
NJ413, concerning VF-124 AAR 3-70A, VMFAT 101 AAR 3-70A of 22 NOV 69 F8J  
BUNC 149212, F4B BUNO 150473 pilots HELLMAN and SAUER.

(b) (5)



(b) (6)



LTJG

USNR

Enclosure (7)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES





NNNNOSWYGLAUNUSYN931  
 PTHZYUW RUMJAPAJ487 3270234-UUUU--RUCILSA.  
 ZNR UUUUU  
 P 230234Z NOV 69  
 FM FITRON ONE TWO FOUR  
 TO RUENAAA/CNO  
 RUCILSA/NAVSAFECEN  
 RUMJGFA/VMFAT ONE ZERO ONE  
 INFO RUCSSDE/NAVAIRSYSCOMHQ  
 RUMDSAA/COMELEVEN  
 ZEN/COMREDATKCARAIRWING ONE TWO  
 ZEN/COMFAIRNIRAMAR  
 RUMJHUA/COMNAVAIRPAC  
 RUEBHQA/CMC  
 RUEKATE/NAVPLANTREPO DALLAS  
 RUCINAA/NAVPLANTREPO ST LOUIS  
 RUEHNA/CGFMFPAC  
 RUEHVA/CGENFLANT  
 RUECLSA/COMREDATKCARAIRWING FOUR  
 RUHMBRA/CINCPACFLT  
 RUEBJFA/CHNAVPERS  
 RUEBPD/DIRAFIP  
 RUMJABA/DAS BORTON AFB

162  
 SUPP AAR

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BT

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NAVY SUPPLEMENTARY MESSAGE REPORT OF AIRCRAFT ACCIDENT.

(A) OPHAVINST 375J.6F

1. 22 NOV 69 0825J DAY

2. 25J R 48 LM IMPERIAL TACAN

3. 83J, 149212

4. VF-124 AAR 3-78A

5. PILOT EJECTED WHILE ACFT WAS IN UNCONTROLLED FLIGHT.

6. MILKENS, W. F., 1LT, USMC, ACTIVE, (b) (6) F, RIO OF

BUNO 150474 MARINER MK7 ALTITUDE/ATTITUDE/AIRSPEED UNKNOWN

7. PILOT OF MARINE F4D BUNO 153473 SAUER, WILLIAM C. CAPT,

(b) (6) USMC, ACTIVE, ALFA

8. AUTOVON 959-3384 CORRECTION

BT

40487

NOV. 230234Z

COAT-  
 ACH-  
 P8J/149212  
 F4D/150473

VF-124 3-78A  
 VMFAT-101 3-70A

11/22/69

FTTUZYUW RUMJAP0483 3262222-0000--RUCILSA.  
ZNR 00000

P 222222Z NOV 69

FM FITRON ONE TWO FOUR

TO RUENAAA/CNO

RUCILSA/NAVSAFECEN

RUMJGFA/VNFAT ONE ZERO ONE

INFO RULSSDE/NAVAIRSYSCONHQ

PURDSAA/CONELVEN

ZEN/CONREDATKCARAIRWING ONE TWO

ZEN/COMFAIRNIRAMAR

RUMJHUA/COMNAVAIRPAC

SUERHCA/CMC

PUMTATH/NAVPLANTREPO DALLAS

SUCIHHA/NAVPLANTREPO ST LOUIS

PUMHFA/CGENFPAC

SUERHVA/CGENFLANT

PUCLSKA/CONREDATKCARAIRWING FOUR

PUMHRA/CINCPACFLT

SUEBJFA/CHNAVPERS

PUESPDA/DIRAFIP

RUMJABA/DAS NORTON AFB

BT

//CORCY//SVC 230355Z NOV//PARA 11//

# AAR STRIKE

03	01	011	012	013	014	015	02	02A	023	05	051
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PRELIMINARY REPORT OF AIRCRAFT ACCIDENT.

(A) OPNAVINST 3752.6F

1. 22 NOV 69 0825U DAY

2. 2805 430M IMPERIAL TACAN

3. F8J, 149212

4. VF-124 40R 3-70A

5. ALFA, MIDAIR COLLISION, PILOT EJECTED, ACFT COLLIDED WITH GROUND.

6. HELLMAN, JOHN S, LCDR, (b) (6) USN, 1310, FOXTROT, 3473/1920/42

MARTIN BAKER MK7, 11,500MSL, STRAIGHT, NOSE LOW, 300KIAS

7. NA

8. NONE

9. FORMATION, LOCAL, VFR, EL CENTRO

10. FORMATION TACTICS

11. WHILE ON TWO PLANE FORMATION TRAINING FLIGHT F8J BUNO 149212

COLLIDED WITH MARINE FAB BUNO 150474. FAB BUNO 150474 ROLLED DOWN

AND TO LEFT AND RIO EJECTED. PILOT DID NOT EJECT. F8J BUNO 149212

CONTINUED STRAIGHT AHEAD AND PILOT EJECTED SAFELY. FAB AND F8 MISSION

UNRELATED INITIAL REPORTS INDICATE THAT PILOTS OF EITHER

PAGE THREE RUMJAP0483 UNCLAS FOR OFFICIAL USE ONLY

AIRCRAFT DID NOT SEE EACH OTHER UNTIL A FRACTION OF A SECOND PRIOR TO IMPACT.

12. 270/5KTS, SKY CONDITION CLEAR, 48 F, 38 F, 40 MILES.

13. NONE

14. NONE

15. ONE UNIDENTIFIED CREW MEMBER MARINE FAB 150474 ALFA INJURY. MARINE

FAB 152474 ALFA DAMAGE, REPORTING CUSTODIAN VNFAT 101.

16. VF-124 WILL CONVEY ACCIDENT BOARD.

17. (b) (6) LCDR, ASO, (b) (6)

HOME PHONE (b) (6)

BT 3-70A 11/22/69 370A per VNFAT 230355Z NOV 220222Z